



# Illinois Department of Transportation

Division of Highways/District 1  
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies  
US Route 14 at Algonquin Road  
McHenry County

RECEIVED

APR - 5 2002

11:15 PM

April 2, 2002

Mr. Art Osten, Jr.  
Administrator  
Village of Fox River Grove  
305 Illinois Street  
Fox River Grove, IL 60021

Dear Mr. Osten:

Thank you for your letter of March 4, 2002 concerning the CMAQ funded improvement at the intersection of US Route 14 and Algonquin Road. We do recognize and agree with the potential safety benefits provided by the proposed eastbound right turn lane at this location. Based on the information provided thus far, there appear to be design modifications that can and should be made, both within existing right-of-way (ROW) and without causing reconstruction of the railroad crossing, in order to optimize the safety benefit.

In reference to the attached exhibit(s), adding the eastbound right turn lane without associated improvements to the corner radius, actually forces a truck or bus further into the northbound left turn lane, or possibly the northbound through lane on Algonquin Road. This could result in a bus or truck getting "stuck" at this location if vehicles are queued in the left turn lane on Algonquin, and may cause a bus or truck that enters the right turn lane to unexpectedly swing back out into the through lane on US Route 14 to complete the turn, presenting a new potential safety concern. This is a particular concern at this location since as you note in your letter, trucks are present on Algonquin Road because of the two businesses just south of the intersection, which caused us to initially stipulate the WB-55 design vehicle. Given the available existing ROW at this location (highlighted), it appears this can be offset with an increased radius as shown, tying into the existing railroad crossing. Note that the attached plan submitted for our review shows a bus (B-40 indicated via skip-dash) turning path that is inexplicably much smaller than the B-40 turning templates available to us, as marked in blue and red on the plan. We feel it is prudent to include the increased turning radius given the above circumstances. The Department would not object to the B-40 design vehicle provided the design eliminates or minimizes turning path encroachment into the opposing lanes along Algonquin Road.

IDOT LETTER  
EXHIBIT 15a.  
SHEET 1 OF 2

Mr. Art Osten  
April 2, 2002  
Page Two

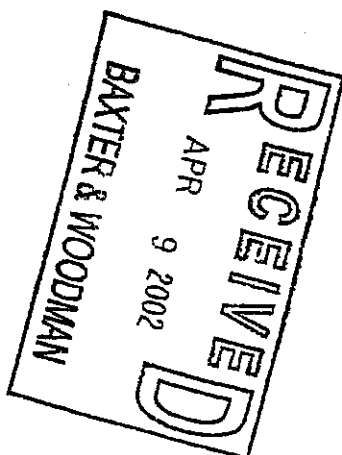
If you have any questions or need additional information, please contact me or Michael J. Matkovic, Project and Environmental Studies Section Chief, at (847) 705-4120.

Very truly yours,

John P. Kos, P.E.  
District Engineer

By: *Diane O'Keefe*  
Diane O'Keefe, P.E.  
Engineer of Program Development

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IDOT LETTER  
EXHIBIT 15a.  
SHEET 2 OF 2



# Village of Fox River Grove

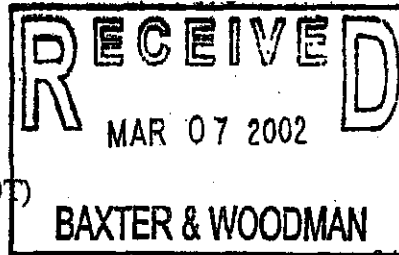
305 ILLINOIS STREET • FOX RIVER GROVE, ILLINOIS 60021

(847) 639-3170

e-mail: vlgrg@megapathdsl.net

FAX (847) 639-9876

www.foxrivergrove.org



March 4, 2002

Jon P. Kos, P.E., District Engineer  
Illinois Department of Transportation (IDOT)  
201 West Center Court  
Schaumburg, IL 60196-1096

847/705-4110

RE: Right-Turn Lane at Rt. 14 and Algonquin Road

The Village of Fox River Grove has proposed creating an eastbound right-turn lane at the intersection of U.S. Route 14 and Algonquin Road. This would improve road capacity and safety by removing vehicles, which are waiting for trains to pass, from the through lane. While CMAQ funding was approved for Engineering 1 in December 1999 and Construction in January 2001, IDOT has recently increased its turning radius requirement during its Geometric and IDS review. This would significantly increase the cost beyond the Village's funding ability. Please advise me as to whether this is necessary and if so whether the additional cost can be offset by IDOT.

The lack of a right turn lane at the intersection currently presents a safety hazard and reduces the capacity of the intersection when a train crosses. Because of the close proximity of the train station to the intersection, trains also occupy the railroad tracks at the intersection whenever a train stops at the train station. This situation occurs frequently during the peak traffic hours, causing eastbound Route 14 drivers making a right turn onto southbound Algonquin Road to queue into the eastbound through lane on U.S. Route 14. This drastically reduces the capacity of eastbound traffic and increases the potential for rear-end traffic accidents from eastbound vehicles in the south lane who are not expecting to stop when eastbound traffic has a green light.

This letter requests a design variance to allow a WB-40 design vehicle to make eastbound to southbound right turns at the intersection so this project can proceed. Currently, the intersection is designed for a B-40 (bus) vehicle to make that movement. Algonquin Road is not a designated truck route, however trucks currently use Algonquin Road because of the two businesses just south of the intersection. They cross over the center line on the north side of the tracks as they make their turn. IDOT staff is seeking to avoid this by requiring a WB-55 capable radius. However, this would require acquiring right-of-way from the railroad and reconstructing the railroad crossing. This requirement would drastically increase the cost of the project and likely cause its cancellation.

VILLAGE PRESIDENT  
STEPHEN J. TASCH

VILLAGE ADMINISTRATOR  
ART OSTEN, JR.

VILLAGE CLERK  
DONNA M. BROUDER

#### TRUSTEES

SUZANNE L. BLOHM LAWRENCE K. ECKEL MICHAEL J. HAMMER  
MICHAEL IRELAND MARY T. MURREN MARY LU SEIDEL

VARIANCE REQUEST  
EXHIBIT 15 b.  
SHEET 1 OF 2

While we appreciate the sensitivity of this intersection, it would be unfortunate to avoid making a significant improvement because another, less critical, issue can not be addressed. IDOT has graciously approved paying up to \$30,000 for the construction of a right-turn lane a few blocks east at the intersection of Route 14 and Foxmoor Road. This project provides perhaps even greater benefits because of the proximity of the depot. The Village of Fox River Grove would like to address this problem as soon as possible and looks forward to your reply.

Respectfully,



Art Osten, Village Administrator

cc: Village Board  
B&W Engineering

VARIANCE REQUEST  
EXHIBIT 15b.  
SHEET 2 OF 2

Househ, Alex

From: Pasinski, Steve S.  
Sent: Monday, April 22, 2002 7:52 AM  
To: Matkovic, Mike J.  
Cc: Househ, Alex  
Subject: RE: US 14 at Algonquin

Alrighty.

Alex, they may need to add a statement in the elements controlling design, next to the design vehicle designation, stating the nature of the encroachment allowed for the design vehicle (if there is any).

I talked to Dan Powers about 10 days ago concerning this project and it sounds like he is on-board with running new curb to the crossing without reconstructing it.

-----Original Message-----

From: Matkovic, Mike J.  
Sent: Tuesday, April 16, 2002 8:30 AM  
To: Pasinski, Steve S.  
Cc: Househ, Alex  
Subject: RE: US 14 at Algonquin

This is a matter of reasonableness. We all agree the prime objective of this improvement is safety within the 3R context. In order to achieve these safety objectives, we need to squeeze as much benefit as possible out of this 3R project improvement, and/or in the least, not create a worst condition than existing. Based on our review, it appears the maximum "no encroachment" design we can achieve w/out causing reconstruction of the crossing, is B-40 w/out encroachment. Requiring a design for WB-55 w/out encroachment would have required reconstruction of the crossing.

No vehicle/trucks will be prohibited from using the crossing, unless the Village decides to prohibit certain size trucks on Algonquin Road.

-----Original Message-----

From: Pasinski, Steve S.  
Sent: Monday, April 15, 2002 9:35 AM  
To: Matkovic, Mike J.  
Cc: Househ, Alex  
Subject: US 14 at Algonquin  
Importance: High

*Mike, Alex Househ brought up a point concerning a recent letter we sent out per the US 14 at Algonquin Road (adding the right turn lane). At the end of the letter, it says, the Department would not object to designing for a B-40 design vehicle provided encroachment is eliminated/reduced. The Village and their Engineers have taken this to mean that "design for B-40 but allow everybody to access it". Usually we go with posting restrictions of vehicles longer than 40 feet.*

*What is our view on this? They have some sort of trucking facility right on the other side of the tracks.*

04/22/2002

IDOT E-MAIL  
EXHIBIT 15c.  
SHEET 1 OF 2

*Steven S. Pasinski, P.E.*

Geometrics Unit Head

IDOT-District 1

847/705-4085

Pasinskiss@nt.dot.state.il.us

IDOT E-MAIL  
EXHIBIT 15C.

SHEET 2 OF 2

# northeastern illinois planning commission

222 S. Riverside Plaza • Suite 1800 • Chicago, IL 60606 • (312) 454-0400 • Fax (312) 454-0411 • <http://www.nipc.org.il.us>

April 12, 2001

NIPC Project: 01-050

Applicant: Village of Fox River Grove

Project: U.S. Rt. 14, from Algonquin to 225ft n. of Algonquin Rd.

John Ambrose:

The project you submitted to the Commission for regional clearinghouse review is scheduled for consideration by our Planning Committee at its meeting on Thursday, April 19, 2001, at 9:00 a.m.

The Committee may adopt this finding as the final Commission action or, at its discretion, some other finding.

You may wish to have a representative at this meeting, though this is not required. It is possible that someone may question the review or the merits of the project in which case you or your representative may wish to respond.

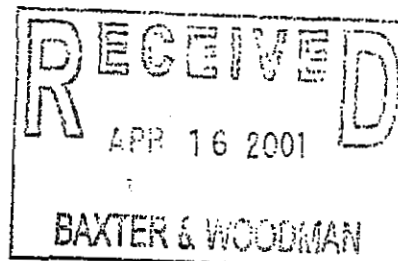
We will notify you of the Planning Committee action by letter immediately following their meeting.

Questions relating to Commission review activities should be directed to our Project Review Section.

Sincerely,

*D. L. Washington*  
Deborah L. Washington  
Director: Project Review

dt



N.I.P.C. LETTERS  
EXHIBIT 16  
SHEET 1 OF 2

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Executive Director

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Thomas D. Marucci

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Metropolitan Water Reclamation

District of Greater Chicago

John Young

Appointed by the Board of the

Illinois Association of

Park Districts

John Beck

Appointed by the Board of the

Chicago Park District

David Sullivan

Appointed by the Board of the

Illinois Association of

Wastewater Agencies

Wallace D. VanBuren



# northeastern illinois planning commission

222 S. Riverside Plaza • Suite 1800 • Chicago, IL 60606 • (312) 454-0400 • Fax (312) 454-0411 • <http://www.nipc.cog.il.us>

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Director of Regional Programs  
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Thomas G. Coughlin, Mayor  
City of Geneva  
Vickie R. Hastings, President  
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Dwight Anderson  
Appointed by the Board of Pace  
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District of Greater Chicago  
John Young  
Appointed by the Board of the  
Illinois Association of  
Park Districts  
Ludy Beck  
Appointed by the Board of the  
Chicago Park District  
Gerald Sullivan  
Appointed by the Board of the  
Illinois Association of  
Wastewater Agencies  
Wallace D. VanBuren

April 20, 2001

NIPC Project: 01-050

Applicant: Village of Fox River Grove

Project: U.S. Rt. 14, from Algonquin to 225th n. of Algonquin Rd.

John Ambrose:

Your application has been reviewed under provisions of Presidential Executive Order 12372 and the areawide clearinghouse and bi-state procedures currently in effect at this agency.

At a meeting of its Planning Committee held April 19, 2001, the Commission voiced "support" for the project.

Copies of any comments we have received from local agencies, governments, or individuals are enclosed; comments and this letter are to be included in your final application to the funding agency.

You are required to attach a statement to your submittal indicating that you have considered these comments and recommendations. Comments received from the Illinois State Clearinghouse must be included in your application.

No further NIPC review of your proposal is required within the one year life of this finding, unless the project were to change in scope.

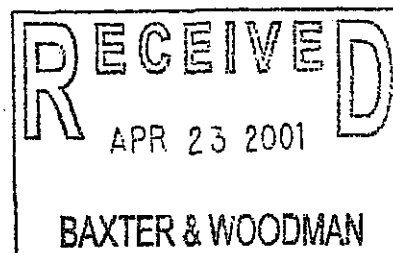
Sincerely,

Deborah L. Washington  
Director: Project Review

DLW: dmt

cc: Illinois State Clearinghouse

Comments Received ☐ Yes ☒ No



N.I.P.C. LETTER:  
EXHIBIT 16  
SHEET 2 OF 2



January 9, 2001

Mr. Jason J. Fluhr  
Baxter & Woodman  
8678 Ridgefield Road  
Crystal Lake, Illinois 60612

*Subject: U.S. Route 14 Right Turn Lane at Algonquin Road, Village of Cary*

Dear Mr. Fluhr:

In response to your request dated December 19, 2000, we have developed year 2020 average daily traffic (ADT) projections for the subject location. The year 2020 projection for U.S. Route 14 northwest of Algonquin Road is 37,000 vehicles per day (vpd) and for Algonquin Road southwest of U.S. Route 14 is 5,000 vpd.

Please be aware that the Illinois Department of Transportation has prepared a Strategic Regional Arterial (SRA) report for U.S. Route 14. SRA Reports include right-of-way, geometric, access and transit recommendations.

Traffic projections are developed using existing ADT data provided in your letter and the results from the most recent (year 2000) CATS' RTP/TIP Travel Demand Analysis.

The regional travel model uses 2020 socioeconomic projections from the Northeastern Illinois Planning Commission, and assumes the implementation of CATS' 2020 long-range transportation plan for the Chicago area.

The South Suburban Airport (SSA) and the Existing Airport Improvements (EAI) scenarios were developed concurrently as part of the 2020 RTP. The SSA scenario reflects growth patterns associated with the development of the South Suburban Airport and the EAI scenario reflects development associated with improvements to existing airports. Both scenarios yielded similar results, therefore, one set of projections has been provided.

CATS LETTER  
EXHIBIT 17  
SHEET 1 OF 3

Mr. Jason J. Fluhr

Page 2

01/09/01

If you have any questions, please call me at (312) 793-3478.

Sincerely,



Mark S. Thomas, P.E.

Chief Transportation Engineer

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CATS LETTER  
EXHIBIT 17  
SHEET 2 OF 3



FILE COPY

December 19, 2000

Mr. Aristide Biciunas  
Chicago Area Transportation Study  
300 West Adams Street  
Chicago, Illinois 60606

*Subject: Fox River Grove - McHenry County - U.S. Route 14 Right Turn Lane  
at Algonquin Road*

Dear Mr. Biciunas:

The Village of Fox River Grove has initiated an engineering study for the addition of a right turn lane on eastbound U.S. Route 14 at Algonquin Road.

Traffic volume counts taken in February, 1999, produced a raw count of 33,212 vehicles on U.S. Route 14 and 4,050 vehicles on Algonquin Road. On this basis, we have projected the 2021 ADT to be 47,826 vehicles on U.S. Route 14 and 5,818 vehicles on Algonquin Road.

Would you please provide a response letter, which gives the CATS concurrence with our projections for the year 2021 for this intersection?

Should you have any questions, you may contact me at 815.459.1260. Thank you for your cooperation.

Very truly yours,

BAXTER & WOODMAN, INC.  
CONSULTING ENGINEERS

Jason J. Fluhr

JJF:rp

H:\PROJ\FRGV\000338\cats1.doc

8678 Ridgefield Road

Crystal Lake, IL 60012

815.459.1260

Fax 815.455.0450

info@baxwood.com

CATS LETTER  
EXHIBIT 17  
SHEET 3 OF 3



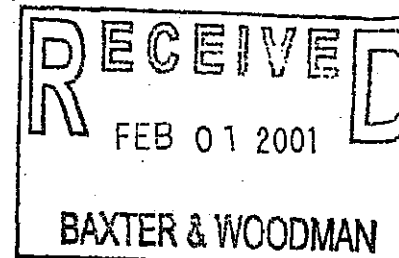
ILLINOIS COMMERCE COMMISSION  
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

January 30, 2001

Mr. Jason J. Fluhr  
Baxter & Woodman, Inc.  
8678 Ridgely Road  
Crystal Lake, IL 60012



Dear Mr. Fluhr:

This letter is in response to your December 19, 2000, disposition of comments for the addition of a right turn lane on U.S. Route 14 @ Algonquin Road. The subject intersection is controlled by traffic signals that are interconnected to the Union Pacific Railroad grade crossing AAR/DOT # 176 958L in the Village of Fox River Grove, McHenry County.

We concur with the disposition of comments, and also agree that a proposed "No Turn On Red" restriction, that is enforced, for eastbound U.S. Route 14 right-turning vehicles will help reduce potential conflict with northbound Algonquin traffic.

The Illinois Department of Transportation must also approve the proposed improvement.

For our files, please submit the following items when available:

1. Final Intersection Design Study (IDS) - Quarter size
2. Traffic signal plans - Quarter size
3. A CD with copies of the CADD files for the aforementioned plans
4. IDOT's approval of the proposed improvement

If you have any questions concerning this matter, please contact Dan Powers, Rail Safety Specialist, at (847) 516-0733.

Very truly yours,

*Michael E Stead / MS*

Michael E. Stead  
Rail Safety Program Administrator

BV



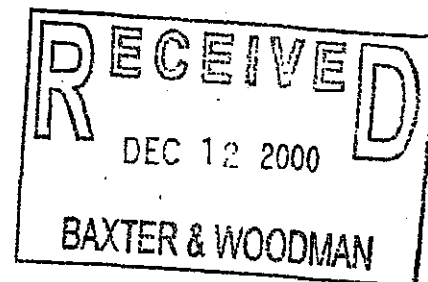
ILLINOIS COMMERCE COMMISSION  
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

December 8, 2000

Mr. Robert W. Lenzini, P.E.  
Baxter & Woodman  
8678 Ridgefield Road  
Crystal Lake, Illinois 60012



Dear Mr. Lenzini:

This letter is in response to your October 6, 2000 submittal of preliminary geometry for the addition of a right turn lane on U.S. 14 @ Algonquin Road. The subject intersection is controlled by traffic signals that are interconnected to the Union Pacific Railroad grade crossing AAR/DOT# 176 958L in the Village of Fox River Grove, McHenry County.

We have reviewed the preliminary geometry in regard to the interconnected railroad/highway grade crossing and have the following comments:

1. With the reduced storage between the railroad grade crossing and the edge of pavement of the right turn lane as well as the reduced radius of the quadrant, will design vehicles be able to negotiate this right turn without encroaching on:
  - a) Northbound Algonquin Road traffic?
  - b) The relocated traffic signal equipment or the existing railroad warning device equipment?
  - c) Eastbound U.S. 14 traffic?
2. Need to show right of way on the plan sheet.
3. Is a similar improvement proposed for Lincoln Avenue?

Please submit a point by point response to our comments as well as a revised plan sheet.


If you have any questions concerning this matter, please contact Dan Powers, Rail Safety Specialist, at (847) 516-0733.

Very truly yours,

*Michael E. Stead /sp*

Michael E. Stead  
Rail Safety Program Administrator

DP

	Type of Conversation <input type="checkbox"/> Telephone (incoming) <input checked="" type="checkbox"/> Telephone (outgoing) <input type="checkbox"/> Office Visit		PM	5/1/01
	Subject of Conversation Cross walk across Algonguin Road			
Person Calling: Jason Fluhr		Please Call		Phone # & Extension:
Person Called: I.C.C. Dan Powers		RUSH Wants to see	Called to see Will call again	Returned your call At your convenience (847) 516-0715

**Summary of Conversation:**

I spoke with Dan regarding IDOT's comment to straighten out the crosswalk across Algonguin Road. Dan agreed with us that it would not be a good idea since it would require the stop bar on Algonguin Road to be moved back closer to the RR tracks in order to maintain the 4' minimum between the crosswalk and stopbar. He said to leave in Kinked like we have it and tell IDOT to call him if they disagree.

<input type="checkbox"/> Action Required <input checked="" type="checkbox"/> Action Completed By: <u>Jason J. Fluhr</u>	Date: <u>5/1/01</u>	EXHIBIT 19 I.C.C. PHON MEMO
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